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The cost of travel time variability for air and car travellers

Koster, P.R.

2012

document version

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citation for published version (APA)

Koster, P. R. (2012). *The cost of travel time variability for air and car travellers*. [PhD-Thesis - Research and graduation internal, Vrije Universiteit Amsterdam]. Tinbergen Institute / Thela Thesis.

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Travellers often have a preferred arrival time at their destination. They dislike travel time variability because it results in being earlier or later than preferred. This study develops methods to assess the user cost of travel time variability for air and car travellers. It presents scheduling models that are able to capture travellers' responses to travel time variability. These models are validated using empirical data from stated choice experiments and the parameters are estimated using discrete choice analysis. The study calculates the cost of travel time variability using observed travel time data and discusses the implications for cost-benefit analysis in transport.

Paul Koster (1983) received his MSc in Economics with a specialisation in Spatial and Transport Economics from the VU University Amsterdam. He wrote this thesis at the department of Spatial Economics of this university, where he is currently working as a postdoc researcher.



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*The cost of travel time variability
for air and car travellers*

Paul Koster



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